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Both Hotels electrically lighted, and under
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GUIDES AND CHAISES PROVIDED.
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Hongkong, 7th July, 1911.

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[25]

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Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: Pures. Codes: A.B.C. 5th Ed. Letter: P. O. Box, 54. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 10TH, 1911.

SOME of the greatest revolutions pass almost unnoticed till their purpose is accomplished. In Great Britain during the ten years there has been proceeding a revolution in the methods of publishing books, the result of which is that hundreds of the world's masterpieces are today within the reach of the poorest purse. Is that a small matter? On the contrary, it is of the greatest importance can hardly be exaggerated. It has been almost a national tradition to deny bookishness, and to glorify the teaching of practical life—except for the privileged lads in the old seats of learning where, till yesterday, compulsory Greek was the very Ark of the Covenant. Insensibly, this balance of the over-studious few and the under-studious many is being rectified. "Studies perfect nature, and are perfected by experience"; and if that interplay of the practical and the bookish which Lord Bacon three centuries since set up as the ideal is true at all, it is true for the whole of the people, and not only for a favoured few. A generation ago there was no nation more ignorant of its great thinkers than the British; and it would have seemed a wild dream to imagine a shelf of the classics in the cottage of the clerk or artisan. The Board School Act was denounced as the creator of the cheap novel and the cheaper tit-bit journal. Then Mr. Dewar tried his experiment which made "Everyman" a household word. A million or more of these dainty reprints found their way into the hands of the labouring as well as the middle classes. It was proved that

some scores of thousands, at least, of the poorer classes wished to read and possess good books. At a shilling they could and did buy and own what had hitherto been closed and hidden away from them, or leased meanly on the ticket-of-leave of a free library. Who can measure what high satisfaction this million of books have given? For, as Emerson said, "Consider what we have in the smallest of our libraries." A company of the wisest and wittiest men that could be picked out of all civil countries, in a thousand years, have set in best order the results of their learning and wisdom. The men themselves were hid and inaccessible, solitary, impatient of interruption, fenced by etiquette; but the thought which they did not uncover to their bosom friend, is here written out in transparent words to us, the strangers of another age. Once this modern Revival of Letters had proved its strength, it was bound to go further. Beginning, according to historical precedent, with a recovery of the classics, it soon demanded a new literature of its own. Twenty-four years ago, addressing a University Extension audience Lord (then plain John) Morley uttered a needed warning on this subject. "It is a mistake," he said, "to think that every book that has a great name in the history of books or of thought is worth reading. Some of the most famous books are least worth reading. Their fame was due to their doing something that needed in their day to be done. The work done, the virtue of the book expires." In the main, every generation must reconstruct its libraries; and never was this so necessary as in our own time, when historical research has been pressed so far, when science has fundamentally modified so many conceptions, and when the thinkers of different lands stand as closely to each other as the professors of one University. The new myriad of reading men need, then, something more than famous reprints. They want to know something of the best thought and scholarship of their own day. How is this demand to be met? The question is no sooner asked now than answered in England. The Workers' Educational Association gives one answer to this question; the Home Reading Union another; the "Home University Library" now being issued from the press, supplies the best answer. For most readers will always be isolated readers and the assimilation of one sound book must mean more than hearing many popular lectures. There is another thing which the publishers of the "Home University Library" (Messrs. Williams & Norgate) have proved to be possible, in presence of the greatly enlarged reading public to which we have referred. This is to design their Library so as to present a comprehensive survey of the whole field of modern culture; so that for the first time, in a limited number of shilling volumes, it is possible to have a series of easy introductions, albeit from the pens of first-class authorities, to the chief fields of knowledge—history, literature, and art, the sciences, social science, philosophy, and religion. To the high aristocrats of the world of letters, this may not seem a great thing. In one of his most delightful essays, Mr. Augustine Birrell said that to be proud of having two thousand books would be as absurd as to be proud of having two overcoats; "until you have ten thousand volumes, the less you say about your library the better." It was a true book-lover who spoke; but the words have all the savour of a time when books were the best decoration of a wealthy house, and were hardly known to any other. For our part, we think the success of the Home University Library one of the happiest auguries of the time, and Professor GRUBER MURRAY and his fellow-editors not the least among its benefactors. To offer such a bookshelf as this is, indeed, to make the University a popular possession, to surround the masses with a multitude of counsellors, and so, indirectly, to tune the whole of our public and private life to finer issues.

The French Mail of the 6th June was delivered in London on the 7th July.

There was another blank plague return for the 24 hours ended at noon on Saturday.

H.M.S. Newcastle left for Weihaiwei on Saturday, carrying a mail to that port by courtesy of the Captain.

A Chinese woman, who jumped from a moving tramcar last week-end, received injuries which necessitated her removal to hospital.

Manila papers report the suicide of Mr. E.T. Spillman, who had been for seven years postmaster at Cavite. He ended his life by taking crude carbolic acid.

Cattle disease seems to have been very prevalent in Siam. A return for the month of April published in the latest Bangkok papers states that over 8,000 cattle died in that month, and this apparently is not a complete return.

A chair of Chinese language and literature has been established at Berlin University.

Messrs. Vernon and Smyth's wire from London yesterday quoted rubber at 4s. 3 1/2d. firm.

It is stated that the differences which have arisen in connection with the Singapore Harbour works are in the way of settlement, thus avoiding costly litigation.

It is notified in the Gazette that no dog brought from Shanghai will be permitted to land in the Colony for a period of three months from the 5th instant.

His Excellency the Governor has been pleased to appoint Mr. E. D. C. Wolfe to act as Director of Education in addition to his other duties during the absence on leave of Mr. E. A. Irving.

Another armed robbery is reported from Pingshan in the New Territory. Six Chinese, armed with knives and choppers, entered a temple about midnight on the 6th instant, held up the keeper and departed with \$150.

It is officially announced in Holland that Mr. B. C. Hempel is, at his own request, honourably retired from his post of Consul for the Netherlands at Amoy, and that Mr. W. Kruse is appointed to succeed him, the service being honorary.

Mr. Clifford H. French, assistant insular auditor at Manila, has been offered a position under Mr. Morgan Shuster in Persia to assist in the work of improving the financial condition of that country. A three years' contract is offered at \$4,000 gold per year.

Mr. Geo. E. Ando son, the American Consul-General, has promised to introduce Mr. McCrackan, the Christian Science lecturer, who is advertised to address a public meeting in the City Hall on the 20th inst. Mr. McCrackan was due in Yokohama on Saturday.

In the Summary Court on Saturday morning, owing to the non-appearance of the plaintiff, Mr. Justice G. Mertz struck out the action brought by Thomas O'Kane against the Anglo-Chinese Education Trust Co., Ltd., to recover \$50.80 for arrears of salary and \$350 salary in lieu of notice.

His Excellency the Governor, with the advice of the Executive Council, has proclaimed Amoy as a port or place at which an infectious or contagious disease prevails. The proclamation declaring Pakhoi to be a port or place at which an infectious disease prevails has been rescinded.

An extract of meteorological observations made at the Hongkong Observatory during the month of June, 1911, shows the average maximum temperature for that period to have been 87.2, the mean 82.9 and the minimum 79.7 degrees. The rainfall for the month was 5.090 inches, and we had 248.5 hours of sunshine.

Copies of the new regulations respecting foreign orders and medals are published in the current issue of the Gazette. They state that it is the King's wish that no subject of his Majesty shall wear the insignia of any foreign order without having previously obtained his Majesty's permission to do so.

A despatch from the Secretary of State, published in the Gazette, states that it is a fixed rule that his Majesty cannot accept any composition which is in manuscript. It is not the custom of the King to accept the dedication of any work unless it is composed by a person who is known to his Majesty, or of recognised standing in the literary world.

A steam trawler has just passed through Hongkong for Vladivostok. The trawler is similar in appearance to that of the Hongkong and South China Steam Fisheries Co., Ltd., and as built by the same firm of shipbuilders. It was assumed by some who observed the new arrival that it was a second trawler for the local Company, but that is incorrect.

His Majesty the King has been pleased to approve the appointment of the Hon. Mr. H. E. Pollock, K.C., to be an unofficial member of the Executive Council during the absence on leave of the Hon. Sir Paul Chater, and the appointments of the Hon. Mr. C. M. Ede and the Hon. Mr. C. H. Ross as unofficial members of the Legislative Council during the absence on leave of the Hon. Mr. E. Osborne and the Hon. Mr. H. Kewick respectively.

The marriage of Lord Chelsea and Miss Lilian Eleanor Marie Coxon took place very quietly on 7th ult. at Christ Church, Down-street, London, only one or two intimate friends of the bride and bridegroom being present. Lord Chelsea was accompanied by Captain de Crespigny as "best man." The honeymoon is being passed in the country. Lord Chelsea, who is 42 years of age, is the third and eldest surviving son of Lord Calogian, and the new Lady Chelsea is the daughter of Mr. and Mrs. Coxon, who live at Leamington, and formerly resided in Hongkong.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ending 30th June, 1911, as certified by the managers of the respective banks, are as follows:—

BANKS.	AVERAGE AMOUNT.	SPECIE IN RESERVE.
Chartered Bank of India, Australia and China.	5,658,001	4,000,000
Hongkong and Shanghai Banking Corporation	14,113,117	9,000,000
Total.	\$19,771,118	\$13,000,000

The following telegram was received from the Manila Observatory at 7.50 p.m. yesterday, by the American Consulate General:—"Manila, July 9, 5.30 p.m. Cyclone or typhoon north east of Luzon, moving N.N.W. or N."

Messrs. A. Tack & Co., of 26, Des Vaux Road, sent us yesterday afternoon a set of eight photographs of the Gymkhana held on Saturday afternoon. They are excellent photographs and the whole are effectively mounted on one large card.

Mr. Charles S. Fee, traffic manager for the Southern Pacific Railway of the United States, has been visiting the Philippines as the representative of the Panama-Pacific World's Fair. Mr. Fee's mission was to induce the Islands to prepare an exhibit for the great exposition that will be held in San Francisco in 1915. Mr. Fee, a Manila contemporary says, will go back to his home city an enthusiastic advocate of closer relations between the Pacific coast and the Philippine Islands, not only because of what it might mean to the Islands, but more particularly because of what it would mean to the Pacific coast. He will endeavour to convince his fellow merchants on the Pacific coast of the fallacy of the United States importing from South America, Central America, and other foreign countries, hundreds of millions of dollars worth annually of tropical products that are produced in the Philippine Islands and which might be had for the market of the United States free of duty.

COMPANY MEETING.

GEO. FENWICK & CO., LTD.

An extraordinary general meeting of Geo. Fenwick & Co., Ltd., was held at the Hongkong Hotel, on Saturday, for the purpose of confirming the resolutions which were passed at the extraordinary general meeting of the Company held on the 17th day of June, 1911.

Mr. G. K. Haxton presided, and there were also present: Messrs. J. Rodger, J. Mac-Corquodale, J. D. Kinonird, T. E. P. arce and Mr. J. I. Andrews, general manager.

The General Manager read the notice convening the meeting. The CHAIRMAN proposed the first resolution which was as follows: That Geo. Fenwick & Co., Ltd., be wound up voluntarily.

Mr. J. Rodger seconded, and the motion was agreed to.

The CHAIRMAN proposed the second resolution: That the partners in the firm of Messrs. Percy Smith, Seth & Fleming, of Hongkong, be appointed liquidators, with power for any one of them to exercise any of the powers of such liquidators.

Mr. KIMBALL seconded, and the motion was approved.

The CHAIRMAN—That is all the business gentlemen. Thank you for your attendance.

CORRESPONDENCE.

CHINA AND MACAO.

[TO THE EDITOR OF THE HONGKONG "DAILY PRESS,"]

Hongkong, July 8th, 1911.

SIR,—I have read with interest the letter of your correspondent "A Portuguese," inserted in your issue of to-day, in which he states "that it is derogatory to the national decorum to accept subsidies from foreign Governments," which subsidy was presumably offered for the purpose of stopping licensed gambling in Macao. Surely it is more derogatory to the national dignity of Portugal, the pioneers of European civilization in China, to allow such a state of affairs to exist as to give China, whose Oriental civilization is supposed to be of a lower standard, the opportunity of passing criticism, the more irksome that it is justified, and of offering pecuniary assistance in carrying out a much-needed social reform. I enclose my card.—Yours faithfully,

ENGLISHMAN.

THE HIPPODROME CIRCUS.

A very large assembly filled the huge matted at Causeway Bay on Saturday, and needless to say both young and old were delighted with the varied programme presented by the management. It would be difficult to particularise, but the single trapeze performance by Miss Isabella, the risely set by the Mysore troupe, the Spanish dance, the performing elephants, who have been taught among other things to walk, the Jenkins family, the globe reglante by Miss Elliott, the equine midget marvel by Miss Ashby, and the vaulting act are the principal features of a splendid two hours' entertainment, while the menagerie show is one of the best ever seen. There was no performance last night, but a change of programme will be submitted to-night.

SHAM RUDYARD KIPLING.

AMUSING CASE.

A miserable-looking fellow was haled before the Bloomfield (New Jersey) Police-court recently, and charged with drunkenness. He said: "My name is Kipling, Rudyard Kipling. 'Tis my only fault. I pray the good magistrate to admonish me, and I'll go back to England and my verselets."

Asked if he was any relation to the real Rudyard Kipling, defendant replied: "My writings made me famous. Tell others stole my name. But I would have you understand I'm Kipling just the same."

"Where do you really live?" demanded the magistrate, and the defendant promptly rejoined: "My home is on the ocean blue, I tell you this because it's true. I've tried at times to mend my ways, but suppose I'm good for thirty days. 'That's enough for once,' said the magistrate. 'You are a mighty poor poet, but a good guesser. Thirty days for Rudyard.'"

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN MOROCCO.

LONDON, July 8th.

The idea of compensating Germany, elsewhere, already mooted in French papers, is now finding expression in British comments.

The Daily News says the only way of avoiding the peril which would result from a German naval base in Morocco is either to induce France to withdraw from Fez or to find Germany some other countervailing advantage which would create a less revolutionary disturbance of the strategic equilibrium of the world.

The Daily Telegraph points out that the difficulty of the former solution is that it would be impossible for France to fix a date for evacuation without running the risk of a return to the chaos hitherto existing.

LATER.

Mr. Asquith's statement has caused the greatest satisfaction in France and inspired comment. The German Press regard the new situation mentioned by Mr. Asquith as referring to the action of France and Spain, and is not meant as hostile to Germany. The German Press believes that the negotiations will be conducted most tranquilly and will last a considerable time, but will not be productive of sensation or surprises.

LONDON, July 9th.

The Times St. Petersburg correspondent states that Russia, on receipt of the information that Germany had sent a gunboat to Agadir, requested Berlin to explain the object of the despatch of a warship to Agadir, where there was no foreign trade and where there were no disorders. Russia also asked if the landing of troops were contemplated and how the concluding phrase of the Note "as soon as peace and order is restored in Morocco," is to be interpreted. It is understood that a reply has been received from Berlin, and is being kept secret pending the Tsar's decision.

LATER.

The German cruiser Berlin arrived at Agadir on the 4th instant to relieve the gunboat Panther.

RUPTURE BETWEEN FRENCH AND SPANISH MILITARY.

LONDON, July 9th.

A Tangier message states that serious friction has arisen between Colonel Silvestre, commanding the Spanish troops in Morocco, and the French Lieutenant Tissier, attached to the Sultan's force in the vicinity of Alcazar. Colonel Silvestre finally disarmed the Moorish garrison and expelled them from the barracks, and practically told Tissier when he protested to mind his own business.

The Spanish Cabinet yesterday discussed the Moroccan situation. Subsequently the Premier disavowed any ideas of conquest, and said Spain's action was confined to policing Larache and Alcazar.

UNREST IN PORTUGAL.

LONDON, July 8th.

From Lisbon it is reported that 35,000 troops and reservists have been massed on the northern frontier. The Government has begun mobilising the Southern army.

THE STRIKE EPIDEMIC.

LONDON, July 9th.

Although the losses occasioned by the seamen's strike are difficult to estimate, it appears certain that the total will be very great. The loss in Hull is estimated at £250,000.

Half a million millers are still on strike. The retail price of flour has advanced 60 to 80 per cent.

The South Yorkshire Collieries have suffered greatly. The situation in some provincial centres is still unsettled.

THE STRIKE AT MANCHESTER.

LONDON, July 8th.

At Manchester all was quiet yesterday. Considerable carting of foodstuffs was effected, but no traffic in raw material. Many of the mills are idle in consequence. The Manchester Ship Canal Company has arrived at a provisional agreement with the dockers.

The Lord Mayor has cancelled the visit of the Colonial Members of Parliament.

[THROUGH REUTER'S AGENCY.]

THE SEALING CONFERENCE.

LONDON, July 8th.

A Washington message states that the final signatures have been affixed to the Sealing Treaty concluded on the 28th ult.

Mr. Nagel, president of the conference, says that the Treaty provides that 30 per cent. of the skins taken from American and Russian herds respectively shall be equally divided between Great Britain and Japan; that 30 per cent. of the skins taken from a Japanese herd shall be divided equally between the United States, Great Britain and Russia; and that 30 per cent. of the skins taken from any herd which should hereafter resort to the breeding ground, within British jurisdiction in the North Pacific shall be divided equally between the United States, Japan and Russia. The United States advances 200,000 dollars each to Japan and Great Britain, payments of which shall be refunded out of the proceeds of the British and Japanese share of the skins from the American herd. This is in effect merely a loan which was necessary only because the United States reserves to itself the right to discontinue altogether the killing of Pribilof seals. The Convention also prohibits citizens of the contracting parties hunting sea otters on the high seas. The grounds are to be patrolled jointly by the countries involved, and poachers captured shall be delivered to their own country for trial.

ROYAL VISIT TO IRELAND.

LONDON, July 8th.

Their Majesties the King and Queen, accompanied by H.R.H. the Prince of Wales, H.R.H. the Duke of Connaught and Princess Mary, have left for Ireland.

LONDON, July 9th.

Their Majesties the King and Queen arrived in Kingstown harbour at eight o'clock on Friday evening. Thousands of spectators ashore cheered the King as he stood on the bridge of his yacht. The Royal Party land this morning.

LATER.

Their Majesties the King and Queen, the Prince of Wales and Princess Mary landed at Kingstown amid tumultuous cheering and drove in state to Dublin Castle. They were tendered a great ovation along the route by enormous crowds of spectators. Dublin was gaily decorated in honour of the Royal visit. The Nationalist newspapers, though declaring that the official attitude of the Party must remain unchanged so long as the present regime continues, join in extending a hearty and popular welcome to the Royal visitors.

THE HEAT WAVE IN AMERICA.

LONDON, July 8th.

The heat has slightly abated in America, but there were 93 deaths yesterday in New York and Boston alone.

HEAT WAVE IN ENGLAND.

LONDON, July 8th.

A heat wave is being felt in London. The temperature is 86 in the shade and 123 in the sun. This is the highest temperature recorded for July in thirty years.

CASTRO IN VENEZUELA.

LONDON, July 8th.

A message from Washington states that ex-President Castro of Venezuela landed in disguise at Castillejos in Northern Columbia.

LONDON, July 9th.

The Venezuelan Government announces that ex-President Castro is now in Western Venezuela, and has a thousand followers.

THE WORLD'S FOOD SUPPLY.

LONDON, July 8th.

A Chicago message says that wheat and maize have gone up from 1 to 1 1/2 on the rains proving insufficient.

LATER.

The price of flour has been raised a further sixpence, making a rise of a shilling within a week.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BRITISH TRADE RETURNS.

LONDON, July 8th.

The trade returns for June show imports to the value of £51,105,889, which is a decrease of £3,523,928 compared with last year, and exports totalling £36,113,150, an increase of £1,313,496, of which cotton contributed £649,717.

It is pointed out that June included the Coronation festivities in addition to the Whitman holidays.

THE PARLIAMENT BILL.

LONDON, July 8th.

The papers are discussing with interest an amendment proposed last evening by Lord Newton providing that any further restriction of the powers of the House of Lords should not become law without a General Election first taking place.

Lord Morley expressed qualified concurrence with the amendment, which has been momentarily withdrawn but will be again introduced when the Report Stage is reached.

Lord Peel subsequently made an impressive speech in which he expressed approval of Lord Cromer's and Viscount St. Albans's proposal that a small committee should be appointed to assist the Speaker in determining what Bills are Money Bills.

It is suggested that acquiescence by the Government in these proposals would assuage the sting caused by the likely rejection of the other amendments to the Bill by the Lords.

LATER.

Sir J. A. Simon, Solicitor-General, speaking at West Ham, emphasised the point that the Government could not accept the Lords' amendments to the Parliament Bill. Why, he asked, should we consent to any Bill but a Bill of which the electorate has approved? If the Lords persisted they would be bringing the Crown into the political arena.

LONDON, July 9th.

Mr. Alexander Ure, K.C., Lord Advocate for Scotland, speaking at Beckenham, said there had been talk of concession and compromise with regard to the Parliament Bill, but the Government would consent to no material modification which would impair in the slightest degree the strength and efficacy of the measure.

Mr. Garvin, Editor of the *Observer*, attacks the Unionist papers and politicians that have been suggesting a surrender on the Parliament Bill, and quotes the speech of Mr. Austen Chamberlain at the Women's Tariff Association on the 4th instant, wherein he said he refused to believe that the Lords would consent to political suicide for the sake of retaining empty social distinctions. Mr. Garvin opines that the mass of Unionists are with Mr. Austen Chamberlain. Surrender, he says, will split the party from top to bottom.

PRESIDENT FALLIERES RETURNS.

LONDON, July 8th.

President Fallieres has returned to France from his visit to Holland.

COLONIAL PREMIERS HONOURED.

LONDON, July 8th.

The Hon. Andrew Fisher, Premier of the Commonwealth, and the Hon. Sir E. Morris, Premier of Newfoundland, were yesterday presented with the Freedom of the city of Edinburgh. Both gentlemen delivered speeches eulogising the results of the Imperial Conference.

Mr. Fisher said the 1911 Conference had done more than any previous Conference to further the vital interests of the Empire.

Sir Edward Morris stated that the Colonies were now admitted into full partnership and would assume full responsibility as regards contributions towards the State.

THE RECIPROCITY BILL.

LONDON, July 9th.

It is reported from Washington that the Senate, by 32 votes to 14, has rejected an amendment to the Reciprocity Bill freeing meat and meat products, which is regarded as meaning rapid progress towards the final vote.

[THROUGH REUTER'S AGENCY.]

NAVAL CONSTRUCTOR'S RETIREMENT.

LONDON, July 8th.

At the dinner given by the International Congress of Naval Architects last night, the Right Hon. R. McKenna announced the impending retirement of Sir Philip Watts, who has been director of naval construction for the Admiralty since 1901.

FAMOUS WRITER DEAD.

LONDON, July 8th.

Mr. Edward Dickey, C.B., the well-known author and journalist, is dead. [From 1870 till 1899 the *Observer* was editor of the *London Observer*. He was a political writer of much force.]

FLOODS IN AUSTRIA.

LONDON, July 9th.

A message from Czernowitz states that floods have occurred throughout Bukovina. The river Pruth has risen fifteen feet. Numerous bridges have been destroyed, railways are interrupted and the roads are impassable.

A BYE-ELECTION.

LONDON, July 9th.

A bye-election at North West Ham resulted in Baron De Forest (L.) polling 6,807 votes against 5,776 recorded for Mr. Wild (C.).

[At the last general election Mr. C. F. G. Masterman defeated Mr. Wild by a majority of 897.]

OBITUARY.

LONDON, July 9th.

The death has occurred at Mayville, New York, of Ira Davenport, the survivor of the Davenport Brothers, spiritualists.

HENLEY REGATTA.

LONDON, July 9th.

Delightful weather was experienced throughout the Henley Regatta. The finals resulted as follows:—

GRAND CHALLENGE CUP.

In the finals for the Grand Challenge Cup Magdalen College, Oxford beat Jesus College, Cambridge, by 2 lengths, the time being 7 min. 2 secs.

THE DIAMOND SCULLS.

The Diamond Sculls were won by Kinneir of the Kensington Club, who beat Powell of the Vikings Club by a length and a half, the time being 8 min. 14 secs.

LADIES' PLATE.

In the race for the Ladies' Plate Eton beat First Trinity, Cambridge, by two lengths, the time being 6 min. 56 secs., which is a record.

VISITORS' CUP.

This event was won by Third Trinity, Cambridge, who beat Trinity, Oxford, by three lengths. Time—7 min. 37 secs.

THAMES CUP.

First Trinity defeated Twickenham by a length and a quarter, the time being 7 min. 37 secs.

WYFOLD CUP.

Pembroke, Cambridge, beat Kingston by two and a half lengths. Time—7 min. 40 secs.

THE SILVER GOBLET.

The Silver Goblet of the Thames was won by Christchurch by a length and a half, the time being 8 min. 15 sec.

STEWARDS' CUP.

The Stewards' Cup was won by Trinity Hall by a length and a quarter, the time being 7 min. 35 secs.

LAWN TENNIS CHAMPIONSHIPS.

LONDON, July 8th.

At the Lawn Tennis Championship contests at Wimbledon, Mrs. Lambert Chambers, the holder, beat Miss Boothby in the ladies' singles by 6/0, 6/0.

In the gent's doubles the French players Gobert and Decimus beat Wilding and Ritchie, the holders, 9/7, 5/7, 6/3, 2/6, 6/2.

LONDON, July 9th.

In the Wimbledon Lawn Tennis Championship Singles Wilding, the holder, beat Roper Barrett by 6-4, 4-6, 2-6, 6-2, Barrett retiring.

THE INDIAN CRICKETERS.

LONDON, July 7th.

Northampton has beaten the Indian cricket team by six wickets.

EUROPEAN CIRCUIT AVIATION RACE.

LONDON, July 8th.

M. Beaumont, alias Naval Lieut. Conneau, has won the prize for the whole European Circuit Aviation Race. Six aviators have reached Paris.

RANDOM REFLECTIONS.

Perhaps the chief reflection of the week has been: "It's an ill wind that blows nobody good." The temperature has been agreeably low, and it was a welcome change in the weather which allowed us to feel cool, at times even to shiver. The proximity of the typhoon did little damage in Hongkong, though it brought business on the water to a standstill for two or three days.

At this season we usually find when bathing that the water is comparatively warm, that it really causes no great shock to the system when one enters it, but on Sunday for some unexplained reason the sea struck very cold. This experience was not limited to one bay, as most of those who went in swimming that day told the same tale. However, it made the swim more refreshing and the "chattering bite" afterwards more acceptable.

Apart from the typhoon alarm and experiences there has been little to arouse any interest in the city. True, the Sanitary Board made a brave show with a theological proposition, but with that exception the week must be described as uneventful.

How easy it is to work up a scare was demonstrated the other day in the Colony by two Government servants. They were on duty—needless to say where—when their eyes caught sight of a queue hanging outside a large basket lying not far from them. Visions of murder atrocities filled their minds, and for several minutes they seemed to be under the influence of a sort of paralysis. One suggested to the other that he should make an examination of the basket, but the latter declared that such things upset him. Whether they took anything to fortify themselves history recordeth not, but they decided to make the investigation conjointly. They did. They lifted the top of the basket and discovered—nothing. The queue was neatly fastened to the edge of the basket. Whether the humorist was Chinese or European is not known, but his joke came off all right.

Another little incident has been related to me this week. I believe it occurred over in Kowloon. A couple of chickens belonging to some of the European soldiers in garrison escaped over the barracks wall, and when the owner discovered this he made a gallant attempt to capture them, but they were too elusive and defied all his efforts. Realising that unaided he was unequal to the task, he went to his quarters and brought out a butterfly net. With this servicable instrument he made such good practice that he netted both, though his antics provided no little amusement for the crowd of onlookers which had assembled to see the fun.

A split Sunday is not the name of a new drink though it sounds like one. It is the description one English journal gives to a movement for partly secularising Sunday. The suggestion is that the good folks of Britain should go to church in the morning and devote the afternoon to exercise or recreation. Hongkong would not regard this as a very daring innovation, but it seems to me to be too much for the conservative people at home. Still, there can be no doubt that same ideas on the subject of Sabbath observance are making progress.

On reading His Excellency's speech at the Legislative Council on Thursday one might almost imagine that Hongkong was beginning to be prosperous again. Some time ago he delivered himself in a very optimistic utterance which was described in a burst of enthusiasm as "silencing the croakers." But it didn't. They croaked, and they still croak. It may be that it is only a way they have got, but still one has to confess that there is a good deal of pessimism to be found among our leading citizens to-day. Optimism is a virtue even when you are losing.

In these sultry days, when most people are capable of raising an unquenchable thirst, the man who asks us to have a drink is hailed as a friend indeed. And such men are numerous and persuasive, consequently the cup of kindness is repeated until it becomes a cup of other than kindness. I heard of a thirsty soul to-day who quenching his thirst until his legs gave way under him. Friends say him home, and he awakened next day with the customary inertia and fat head. When he was asked the bar on the same afternoon he met a friend whom he failed to recognise as being one of the party on the previous day. "I'm awfully sorry," said the thirsty one. "All my bones are aching." "Why, what's the trouble?" asked the friend. "I played eight games of tennis yesterday afternoon," said the thirsty quencher, "and not being used to it, it's giving me a jip." The friend found it difficult to smother a smile as he endeavored to sympathise with the teller of the incoherence.

I see that London is having a heat wave now. Fancy 86 in the shade and over 120 in the sun with no topees and no white suits. The ladies will not be so badly off with their light summer costumes, but I am sorry for the poor fellows who have to work out in the open with no protection against the fierce rays of the sun.

We have always been taught from boy days that we could read the wall advertisement of a certain soap manufacturer that the secret of happiness is "Don't worry." However, the Bishop of Manchester has an original idea that it is the insufficiency of worries that makes people miserable. The man, he says, who has only one worry—a blind that cannot be pulled up straight by the servant, or a coal scuttle the bottom of which is always coming out—that man finds his way to the lunatic asylum. But the man who has so many worries as to have no time to dwell on them can be a perfectly happy man. I have no doubt the Bishop is right and quite a number of people willing to add to his happiness if an excess of worry will do it.

ROBERTSON RANDOM.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

Canton, 7th July.

DETECTIVES ON STEAMERS.

For certain reasons best known to themselves the Provincial Officials desired to place a number of detectives on each of the French Hongkong-Canton steamers. Before this could be done the consent of the French Consul had to be obtained, and after some correspondence that gentleman agreed to allow one detective to be on each boat. The officials profess themselves satisfied, and the two detectives have been placed on duty. I have not heard it said that this is being done on any other boats.

A BOLD BRIGAND.

The most notorious of the brigands who infest the Tung Kwoon District is a desperado named Tam Tai On. This man is now at the head of a hundred other rascals and they are all armed with Mauser rifles and revolvers. They have just robbed a company of merchants travelling to the Ying Tak District, and the authorities appear to be afraid to cope with such a formidable gang. The Tung Kwoon magistrate has notified the Canton authorities of the depredations of this company of marauders, and troops are to be sent against them.

\$100 REWARD.

The police are somewhat exercised about the doings of a company of quiescent men who have distributed circulars all over the city. Each paper contains three characters and no one appears to know exactly what they mean. The police seem to think it is some revolutionary sign and that it is an occult symbol of revolt. No one took any notice of the men while the papers were being distributed and now no one knows what has become of them. The police being very anxious to capture them have offered a reward of \$100 for information leading to their arrest.

MACAO BOUNDARY.

The Society for the Protection of Boundary Rights is again to the fore, and once again in connection with Macao. The Hong Shan people are reported to be "highly excited" (one is led to imagine that perpetual "excitement" must exist in that district) over the dredging operations now in progress in Macao harbour, and the Society intends to ask the Provincial Authorities to petition the Portuguese to cease the work they have undertaken.

FOREIGN NAMES.

Someone in Peking has discovered that when the names of foreign persons and places are rendered into Chinese, ludicrous and annoying mistakes are often the result. An order has therefore just been issued that in future all foreign names are to be written first in Roman characters and then in the Chinese equivalent.

MONEY MARKET.

Complaints come from Fatsien that the money market of that town is in a somewhat critical state. It appears that the bulk of the traders are drawing money from the banks, and that these institutions have the greatest trouble in inducing people to renew their deposits even at a high rate of interest. For some time past it has been stated that there is a great slackness in trade and manufactures in the town and this probably accounts for the state of the money market.

LOCAL SPORT.

LAWN BOWLS.

KOWLOON & POLICE.

This friendly match between three rinks from each club was played at Kowloon on Saturday, and resulted in a win for the home team by the margin of six points. Scores:—

KOWLOON.	POLICE.
J. Grant	W. Cooper
W. Johnson	E. Fox
R. Hall	W. Cameron
C. Alexander (skip) 18	J. Grant (skip) 23
R. Hunter	D. Macdonald
J. Gray	T. Glendinning
J. Macdonald	K. McLeannan
D. Harvey (skip) 14	W. Stuart (skip) 13
G. L. Duncan	J. Watt
G. A. Walker	P. Angus
T. Neave	W. Gerrard
A. Ramsay (skip) 20	J. Grant (skip) 10
	52
	46

TENNIS.

Y.M.C.A. v. KOWLOON.

Played on the Kowloon courts on Saturday. The Y.M.C.A. won by 55 games to 44. Scores:—Hickling and Joseland beat Fowler and Rose 10-1; beat Green and Zedelius 9-2; beat Abraham and Van Delden 7-4. Viveash and Le Breton beat Fowler and Rose 6-5; lost to Green and Zedelius 5-6; lost to Abraham and Van Delden 4-7. Storrie and Williams lost to Fowler and Rose 5-6; lost to Green and Zedelius 3-8; beat Abraham and Van Delden 6-5.

THE POSTPONEMENT OF THE OPIUM CONFERENCE.

The so-called Opium Conference, says the *Times*, for the opening of which July 1 had been announced as the probable date, is unlikely to meet for some time to come, and it may be regarded as having been postponed indefinitely. The chief subject for discussion at the Conference would have been the abuse of morphine, cocaine, and other drugs and the possibility of checking it. Few, if any, of the Governments that would take part in the Conference have been able to gather sufficient statistical and other information to make the discussions really useful, and on the initiative of one of the Continental Powers the Conference has been put off until the necessary information can be collected and examined.

GROWTH OF THE EMPIRE IN SEVENTY YEARS.

A display of all the latest arithmometers or calculating machines was held at the offices of the Royal Statistical Society last month.

Lord George Hamilton afterwards presided at a general meeting of the Society in the rooms of the Royal Society of Arts. Sir J. Athelstan Baines read a paper entitled "Under the Crown," which was a statistical examination of the changes in the area and population of the British Empire since 1841. He estimated that the growth in population of that part of the Empire then in our possession was 68 per cent. The balance of the increase, 37.8 per cent., was to be credited to territory added since that date. The area had not expanded in proportion to the population. Starting with 24 persons to the square mile, the ratio increased steadily to 36 in 1891, when a check to the growth of the population in India and the incorporation of large areas of sparsely-populated territory in Africa reduced the proportion to 35, which had now recovered to 37. While the population had doubled, the pressure on the land had increased by but one-half. In 1841 82 per cent. of the area lay within the temperate zone, while 86 per cent. of the population dwelt in the tropics. By 1911 the enlargement of the area of the Empire had reduced the proportion in the temperate zone to 62 per cent., but the population of the temperate countries remained nearly at 14 per cent. The population to-day of 418.7 millions comprised 45.2 in the Netherlands, 13.5 in other temperate countries, nearly eight millions, chiefly coloured, in South Africa, and 352 coloured millions in the Tropics, of whom 37.2 were outside India, principally in Africa, "claims pegged out for posterity."

Lord George Hamilton, moving a vote of thanks, said it was most satisfactory to feel that while the population under the Flag had so largely increased there had also been a great increase in prosperity and comfort, and that in those parts largely inhabited by coloured races we had been successful in introducing forms of government and legislation compatible with the ideas of humanity and civilisation. No doubt in the old days when we had the greatest Navy in the world and the greatest number of maritime ships, it was easier for us than for other people to get access to the coasts of other countries, and then we got a great and almost unique commerce as compared with other nations. The enormous development of railroads was now giving Continental countries an advantage. Peking and Lisbon were practically connected now. It was not possible to estimate the value of the population of this country would grow in the same ratio as hitherto, but in territories like Canada and South Africa the advantages of railway extension would lead to increases of trade and population. Two more decades the Empire became the more powerful the Throne was as an instrument of unification and consolidation.

FRUIT FRUITS.

HORTICULTURAL CURIOSITIES IN CHINA.

Apples the size of green peas were among the horticultural curiosities observed by one of America's agricultural explorers during a recent trip through Northern China and Manchuria. He describes the productivity of the trees as "something marvellous." The bright red fruits are eaten fresh or dried or made into preserves, by both Russians and Chinese. So hardy are the trees, which are of the "crab" family, that it is thought they would thrive almost anywhere in the Northern United States; and as ornamental plants, when loaded with thousands of the tiny scarlet apples, they would be very effective.

Most remarkable is the method of growing grapes in that part of the world, the vines being buried in winter. They are grown upon arched overhead in the summer; but after the first cold snap in autumn they are taken down, pruned, tied together in long bundles, and interred in pits, covered with old matting and a couple of feet of soil. A few openings (says René Rosta, writing in the *New York Tribune*) are left to admit air in moderate weather; but these are closed in case it turns very cold. The roots of the vines, of course, are not disturbed; but are swathed in matting and covered well with earth. As a body who should visit a vineyard in Northern China in the winter would scarcely suppose that the barren acres over which he walked were covered in summer with a luxuriant growth of choice grapes. At length the mode of culture seems so odd, there is good reason to believe that it might be adopted to advantage in some parts of America. For example, it is seriously suggested by the Department of Agriculture that people in the Rocky Mountain region might be able by this means to raise choice varieties of grapes for table use.

PEACHES AND CRANBERRIES. The agricultural explorer obtained budwood of several varieties of cold-proof peaches which, through crossing, may make it possible to extend the peach growing belt in the United States much farther northward. One of these he found in a temple garden at Kirin, where the temperature in winter often drops to 40deg. below zero. Incidentally, in the same part of the country, he came across a peach with blood-red pulp, which when cut through, looked more like a beetroot than anything else. Another variety was called the "beef peach," because it looked so much like meat.

It would be a great convenience to be able to grow cranberries in one's backyard, and a heavy welcome will be given to a tree that bears such fruit. Of course they are not real cranberries, but near enough to serve the purpose. The tree in question, which is a haw, is hardy, and gets along with very little water. Suggestion is made that its fruit might take the place of cranberries in such uses where the latter are hard to obtain. Anybody could grow enough of them on one or two trees to supply the wants of a family.

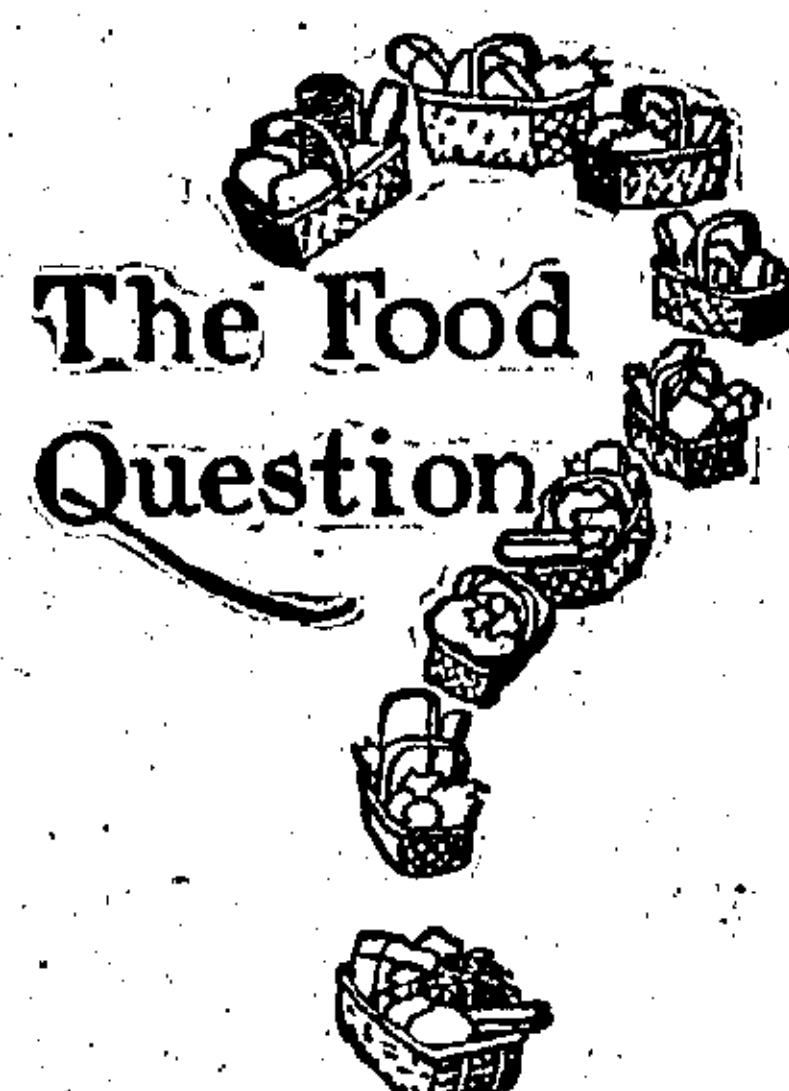
Many orchards of this edible haw are found in Northern China. The fruit is bright red and with an agreeably sour taste; the best kinds as big as good-sized crab apples and only slightly acid. They are extensively used in the manufacture of sweetmeats and preserves, and natives are equally fond of them. Incidentally, an ideal stock tree would furnish, it is believed, an ideal stock for dwarf apple trees in the irrigated regions of the arid south-west, where the problem of growing this sort of fruit for the early market is just now attracting a good deal of attention.

UNDERGROUND RAILWAYS IN NEW YORK.

GREAT EXTENSION SCHEME.

The official joint committee of the Board of Estimate and the Public Service Commission has made the long awaited report of plans for additional underground railways. It recommends an extensive system to embrace nearly all parts of the city and to cost \$51,460,000. Of this sum the city contributes \$26,240,000, the Interborough Company \$15,160,000, and the Brooklyn Rapid Transit Company \$10,060,000. The plan will be considered by the City Government next week.

INTIMATIONS



EVERYTHING

OF THE

BEST:—

PROVISIONS,

WINES

AND

SPIRITS.

H. RUTTONJEE & SON, HONGKONG.

[50]

GOLD

AND

SILVER

WATCHES

ENGLISH,

SWISS

AND

ELGIN

SUPERIOR

QUALITY

MOVEMENTS

Chas. J. Gaupp & Co.,

ALEXANDRA BUILDINGS.

[256]

RUBBER IN SELANGOR.

The report for 1910 of the British Resident of Selangor states that the number of rubber estates in the State is given as 170 against 157 in 1909, with an acreage in possession of 223,013 against 212,015 in 1909. Out of this, 93,853 acres had been planted up to the end of 1909 and 113,114 acres have been planted up to the end of the year under review—4,857 acres still remain of rubber interplanted with catch-crops, showing a decrease of 123 acres on the previous year. The total area planted during 1910 amounts to 19,631 acres against 11,607 in the previous year. The returns of the rubber crops given by the Director of Agriculture and the exports from Port Swettenham are as follows:—

	Crops.	Exports.
lbs.	lbs.	lbs.
1906	620,033	681,471
1907	1,131,861	1,198,751
1908	1,846,304	2,128,176
1909	3,076,551	4,231,478
1910	7,052,975	8,241,388

The difference between the quantity exported from Port Swettenham and the output of the State is accounted for by the inclusion in the exports of a portion of Perak and Negri Sembilan crops. The value of the rubber exported in 1910 amounted to \$25,69,569 as against \$9,980,472 in 1909.

The Customs revenue collected on para rubber amounted in 1910 to \$562,159, an increase of \$311,629 on the preceding year.

INTIMATION

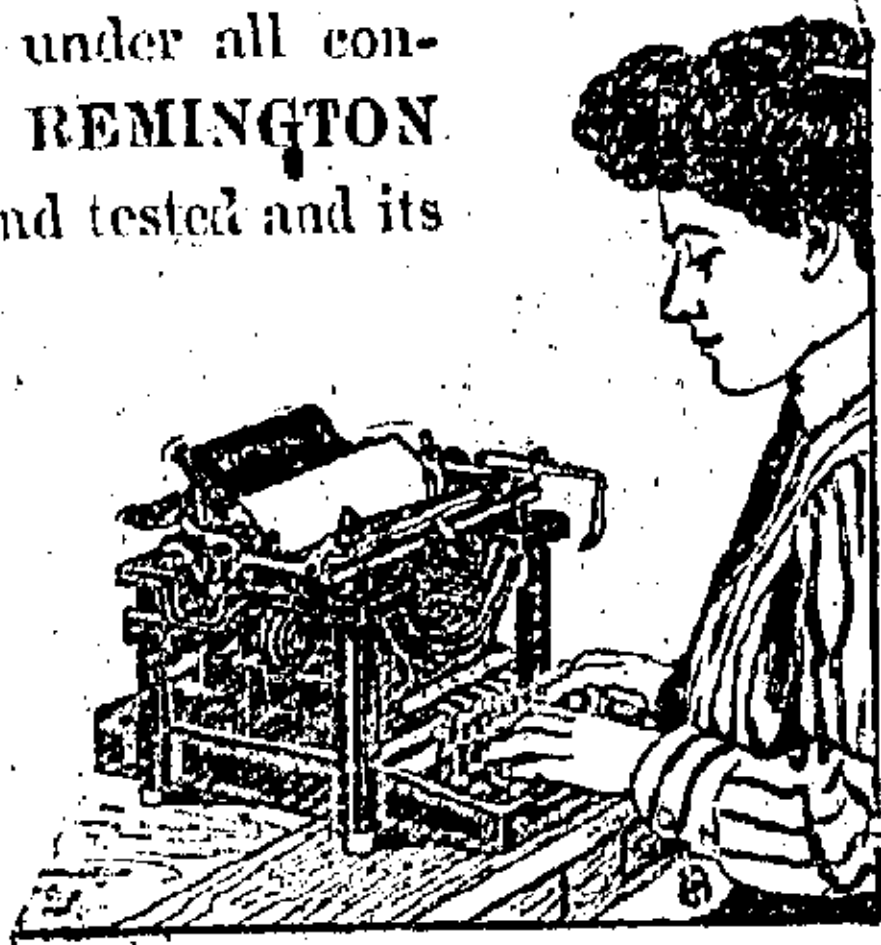
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SOLE AGENTS

FOR

HONGKONG, CANTON AND SOUTH CHINA AND FORMOSA.



[533-3]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Weihaiwei.
 Astrea, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddie, Weihaiwei.
 Atlas, admiral's flag, 615 tons, 1,400 h.p., Master S. West, Hongkong.
 Brantley, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.
 Brit-mart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.
 Cadmus, British ship, 1,070 tons, i.h.p. 1,400 f.d., Comdr. H. Lynes, Shanghai.
 Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
 Clio, British ship, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Vale, Shanghai.
 Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Monroe, Weihaiwei.
 Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.
 Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.
 Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.
 Janus, torpedo-boat destroyer, 320 tons, 6 guns, 5,500 h.p., Lt. Comdr. M. B. R. Blackwood, Weihaiwei.
 Kent, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, cruising.
 Kinsale, river gunboat, 615 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyns, Yangtze.
 Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. E. O. M. Dury, Sandakan.
 Minstrel, armoured cruiser (flagship) Vice Admiral Sir A. L. Winkles, K.C.B., C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Nagasaki.
 M'omonth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., en route Weihaiwei.
 Moorland, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.
 Newcastle, class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., en route to Weihaiwei about 8 h.
 Nithingale, river gunboat, 65 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, R.N., Yangtze.
 Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lambie, Weihaiwei.
 Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.
 Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.
 Saipia, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
 Taku, torpedo-boat destroyer, 305 tons, 6 guns, 6,000, Gunter E. J. Trillo R.N., Hong Kong.
 Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong.
 Teal, river gunboat, 180 tons, 2 guns, 600 h.p., Lieut. Comdr. R. J. Buchanan, Yangtze.
 Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Leslie-Hamilton, Hongkong.
 Vinago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Weihaiwei.
 Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hancock, Penang.
 Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. F. Hartford, Weihaiwei.
 Wildgeese, gunboat, 195 tons, 2 guns, 800 h.p., Lt. Comdr. M. H. Whiting, Yangtze.
 Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.
 Wren, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian protected cruiser (flagship), 3,000 tons, 10 guns, 10,000 h.p., Captain von Szebeny, Oskar Hertz, North China Station.
 Tenzler, third class cruiser, 1,530 tons, 10 guns, 10,000 h.p., Captain von Szebeny, Oskar Hertz, North China Station.

FRENCH.

Achille, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.
 Alceste, 2nd class cruiser, 4,320 tons, 22 guns, 1,100 h.p., Commander Fournier, Hong Kong.
 Alouette, gunboat, 508 tons, 7 guns, 400 h.p., Commander Radin, Saigon.
 Argus, river gunboat, 180 tons, 6 guns, 370 h.p., Lieut. Audebert, Saigon.
 Bismarck, gunboat, 140 tons, Reserve, Saigon.
 Carondelet, gunboat, 184 tons, Reserve, Saigon.
 Decidue, gunboat, 630 tons, 10 guns, 800 h.p., Lieut. de Lizeres, Shanghai.
 Duplex, armoured cruiser, 7,778 tons, 26 guns, 17,000 h.p., Saigon.
 D'Almeida, gunboat, 141 tons, Reserve, Haiphong.
 Faturcon, sub-marine, 70 tons, 60 h.p., Lieut. Comdr. Saigon.
 Fronde, destroyer, 800 tons, 7 guns, 6,300 h.p., Saigon.
 Henri Riviere, river gunboat, 150 tons, 6 guns, 182 h.p., Haiphong.
 Lys, sub-marine, 70 tons, 60 h.p., Lieut. Marz, Saigon.
 Monfaucon, armoured cruiser (flagship), 9,367 tons, 26 guns, 19,600 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Manche, surveying-ship, 1,625 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon.
 Monquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandron, Saigon.
 Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maladreville, Upper Yangtze.
 Poche, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Pasch, Tongku.
 Perle, sub-marine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.
 Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hong Kong.
 Protege, sub-marine, 70 tons, 60 h.p., Lieut. de Maladreville, Upper Yangtze.
 Redoubtable, battleship (reserve), 9,339 tons, 27 guns, 6,200 h.p., Capt. Dronat, Saigon.
 Styx, armoured gunboat, 1,810 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.
 Taku, destroyer, 280 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.
 Vauban, torpedo-boat, Commander Mortenol, Hong Kong.
 Vigilant, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang.

GERMAN.

Arcona, cruiser, 2,719 tons, Captain von Hippel, Amoy.
 Hilde, gunboat, 1,000 tons, 10 guns, h.p., Captain Laus.
 Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Wohner.
 Leipzig, cruiser, Captain Engel.
 Luchs, gunboat 850 tons, 10 guns, 1,344 h.p., Captain Böhm.
 Schlarlat, armoured cruiser (flagship) 11,420 tons, 12 guns, 26,000 h.p., Captain zur See Masner.
 Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bartram.
 "Corpedo boat" "Sgo," Kapitän Leut. Heyden.
 Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.
 Teufelsdröckh, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.
 Vateland, gunboat, 100 tons, 3 guns, 500 h.p., Captain Tönnies.
 Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Maria Casanova di Jorjorob.
 Pégala, protected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gussini Vioyonti Marchese Lorenzo.

PORTUGUESE.

Patris, gunboat, 740 tons, Captain J. Affonso, Amoy.
 Albany, cruiser, 3,000 tons, C. S. Williams.
 Araya, gunboat, Lieut. Comdr. Matt H. Sigour.
 Bainbridge, destroyer, 7 guns and 2 torpedo tubes, Ensign Lloyd W. Tewease.
 Barry, destroyer, 420 tons, Ensign Edmund S. Root.
 Calico, gunboat, 243 tons, Ensign J. R. Morris.
 Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai.
 Charleston, battleship (flagship), 9,700 tons, 38 guns, 21,000 h.p., Comdr. John H. Walker, Shanghai.
 Chattanooga, cruiser, 3,200 tons, Commander John A. MacDonald, Shanghai.
 Chauncey, destroyer, 420 tons, Ensign I. N. McNeil.
 Dale, destroyer, 420 tons, Lieut. Herbert H. Michael.
 Denver, cruiser, 3,200 tons, Comdr. Edward E. Cagahart, Shanghai.
 Galveston, cruiser, 3,200 tons, Commander John A. Hopper, F. Mailla.
 Helena, gunboat, 1,392 tons, Comdr. Ruben O. Bittler, Shanghai.
 Mindoro, gunboat, Lieut. George M. Baum.
 Mohican (station ship), Commander G. R. Salisbury.
 Monterey, monitor, 4,000 tons, Lt. D. W. To.
 Olongapo, transport, 1,577 tons, W. D. Pardeau.
 New Orleans, cruiser, 3,430 tons, Comdr. Roger Walker.
 New York, cruiser (flagship), Comdr. J. P. Jayne.
 Parguay, gunboat, Ensign Roy L. Lowman.
 Pennsylvania, armoured cruiser, 13,800 tons, Capt. A. Ward.
 Pompey, collier, 1,600 tons, James D. Linnet.
 Porpoise, 125 tons, 160 h.p., Ensign Theodor G. Ellison.
 Raleigh, cruiser, 6,025 tons, Comdr. A. C. Stolt.
 Samat, gunboat, Ensign W. G. I. Stiles.
 Shark, 125 tons, 160 h.p., Ensign Theodor G. Ellison.
 Villalobos, gunboat, 370 tons, Lt. A. Andrews.
 Wilmington, gunboat, 1,800, Comdr. G. R. Salisbury, Hongkong.

ITALIAN.

Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Maria Casanova di Jorjorob.
 Pégala, protected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gussini Vioyonti Marchese Lorenzo.
 Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Maria Casanova di Jorjorob.
 Pégala, protected cruiser, 2,498 tons, 26 guns, 7,000 h.p., Capitano Gussini Vioyonti Marchese Lorenzo.

ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mail to Europe and America, and the dates of their expected arrival as well as their destinations, as the dates of return Mails.

Mounted on Card ... 30 Cents.

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On Sale at the Hongkong Daily Press Office.
 Hongkong, 6th February, 1911.

PROPOSED SCOTCH WHISKY SYNDICATE.

ATTEMPT TO "CORNER" OLD HIGHLAND MALT.

The improvement which has taken place in the outlook for the Scotch whisky trade as a result of, first, the recovery in the consumption, and second, the partial depletion of the heavy stocks of old whisky, has stimulated speculative interest in the commodity, says a correspondent of a London paper. At one time quite a large business was done in the buying and selling of single whiskies lying at distillery, ownership being constituted by the possession of a delivery order, and it was to such speculation, in part at least, that the great "boom" which culminated towards the end of 1898 was due. The "boom" was fostered by the Scotch banks, which lent money freely on the security of the whisky lying in distillery warehouses, with the result that a huge edifice of credit was erected on a comparatively small cash basis. When the inevitable collapse came the values of single whiskies were seriously depreciated and the depression has continued down to the present day. Highland malt whiskies bonded in 1897, 1898, and 1899 being purchasable at little more than original cost, without taking into account interest on the capital involved. While this depreciation has proved a serious matter for the distillers and holders of such whiskies, it has operated entirely in favour of blenders, who have been able to acquire their supplies of raw material on unusually easy terms. Blenders who had hitherto been in the habit of holding stocks to cover their varying requirements for months, or, perhaps, even a year or two ahead, have no inducement to continue that policy, being able to buy what they required at hock-bottom prices as need arose. Later, however, the stocks of old Highland malts, large though they were, have afforded evidence of partial depletion, and certain of the big blending houses have been endeavouring to ensure the continuance for some time longer of supplies of such desirable raw material on similarly easy terms by buying up all the parcels that were on offer. This has occasioned an advance since the beginning of the year of about 4d. per gallon, and has attracted the attention of other blenders, who are showing a disposition to follow suit. Holders are accordingly encouraged to stiffen their quotations, and, believing that the moment is propitious, a number of the more important have under consideration proposals for the establishment of a syndicate to acquire and hold old Highland malt whiskies for higher prices.

SCHEME FOR OPPOSING THE BLENDERS.

It is difficult to say whether the syndicate has actually begun operations as such, or whether certain recent inquiries by firms understood to be intimately connected therewith have been made with the view of acquiring parcels for sale over to the syndicate, but it is proposed that the capital shall be £500,000. The intention, as far as can be ascertained, is that the syndicate should hold the whisky acquired for prices which would work out at an average of about 5s. 6d. or 6s. per gallon, which is roughly 1s. 6d. per gallon above the current level of values. The constituent members of the syndicate being all large holders of old Highland malt whisky, it is proposed that their holdings shall be pooled. By this means it is intended that the entire stocks of the malts of 1895, 1897, 1898, and 1899—except those which have already been acquired by the big blending firms—will be controlled, and that in effect a "corner" in these malts will be effected. The total sum involved will be considerably more than £500,000, as the aid of the banks will be invoked, the pooled whisky constituting the collateral for cash advances. The success of the scheme will obviously depend upon the properties of the stock which the syndicate is able to control. It is believed that practically the whole of the more important holders—and the proportion in the hands of other holders for the market is small—have agreed to join the syndicate. A comparison of notes will readily afford an indication of the quantities which have been acquired by the big blending houses against which the pooling arrangement is really aimed, and the struggle will then resolve itself into a question of endurance. There is one consideration, however, the importance of which seems to have been to some extent overlooked by the syndicate, and that is the degree to which blenders can do without old malts. It is quite true that the younger malts of Highland malt whisky were originally of very much smaller dimensions, but the exigencies of Lloyd Georgeian finance have taught Scotch whisky blenders many things, and among them the secret of doing without what was previously regarded as indispensable.

RUBBER EXHIBITION.

Under the patronage of His Majesty the King an International Rubber and Allied Trades Exhibition has been organised at the Royal Agricultural Hall by Mr. A. S. Meinders and Miss D. Fulton. The show was to open on June 24 and continue until July 14. This is the second display of the kind, and shows a marked improvement on the exhibition held at Olympia in 1908. Every rubber and allied country in the world, with the exception of the Hawaiian Islands, will be officially represented, amongst them being the Governments of ten British Dominions and of twenty-one foreign countries. In all there are over 2,000 exhibits, embracing the seed of the rubber tree, the machinery used in treating the raw material, and a great display of manufactured goods. From time to time during the course of the exhibition it was intended to show the process of "milking" them and collecting the latex.

Much interest will centre on the prepared rubber for laying on roads and pavements, a suggested substitute for asphalt, wood blocks, and macadam. It is claimed that this preparation is not only more durable and cheaper, but that all kinds of traffic will pass over it noiselessly. The main drawback to its use at present is that when it gets wet it becomes very slippery. Manufacturers are now endeavouring to overcome this difficulty.

The value of the rubber displayed is over £100,000. In one exhibit alone there are 500 balls of Para rubber, each weighing 56lb, and at the price of 6s. per pound, valued at £2,800. An American firm display a fully-equipped rubber factory, where will be seen the whole process of the treatment of the latex from the raw state to the finished article. The stand occupied by the Netherlands Government at the Brussels Exhibition, which was made by Japanese natives has been brought over to London and reconstructed. It occupies upwards of 6,000 square feet. Belgium makes a great display from the Congo, showing the enormous improvements which have been made in the administration of the territory.

During the course of the exhibition a conference will be held. It will be attended by 300 delegates from all parts of the world. Questions affecting the growth and production and manufacture of indiarubber will be discussed. A special effort is being made to bring rubber planters and manufacturers together, so that the former may be the better able to meet the requirements of the latter.

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, JUNE 28.

Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Prices, May 31	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies.	Singapore Prices, May 31	Dividend
15/ paid	Alor-Pongau ...	...	...	fy. paid	Malacca Ordinary ...	918.0	...
2/ fy.	Anglo-Johore ...	...	...	2/ fy.	Merlimau ...	47	...
17/6 "	Anglo-Malay ...	18.2 1/2	100%	fy.	Morton Syndicate ...	1,120	10% 11
fy.	Bakap ...	...	...	fy.	Mount Austin ...	...	...
fy.	Bantong ...	...	...	2/ fy.	Narborough Est. ...	...	...
fy.	Batu Caves ...	15.0 1/2	150%	14/ "	North Hummock ...	...	25% 10
fy.	Batu Kawan ...	...	...	2/ fy.	Padang Jawa ...	3/11	...
15/ "	Batu Tiga ...	...	...	fy.	Pandian Johore ...	...	...
2/ 1/ "	Berangas Selangor ...	4.8 1/2	10%	2/ fy.	Pataing ...	2.3 1/2	335% 10
15/ "	Bernam Purak ...	...	...	fy.	Polepah (Johore) ...	7/1	14 1/2% 10
fy.	Do. Ordinary ...	...	...	10/ "	Porek ...	...	...
fy.	Bidor ...	...	...	12/6 "	Pengio Est. ...	...	10% 10
2/ fy.	Blands Selangor ...	...	...	17/6 "	Ratanuf ...	...	...
2/ fy.	Bukit Cloh ...	...	...	12/6 "	Rembia ...	28.9	6% 10
fy.	Bukit Kajang ...	2.4 1/2	11 1/2%	fy.	Rim ...	...	...
2/ fy.	Bukit Mertajam ...	2/7 1/2	...	15/ "	R. Est. of Krian ...	...	...
fy. paid	Bukit Rajah ...	14.0 1/2	80%	fy.	R. of Johore ...	13.10 1/2	50% 10
2/ 3/ "	Bukit Selangor ...	6.0 1/2	7 1/2%	2/ fy.	Seaford ...	4.12 1/2	40% 10
fy.	Castlefield ...	...	...	15/ "	Selangor ...	2.6 1/2	375% 10
2/ fy.	Changkat Salak R. and Tin ...	...	...	10/ "	Selat R. Hubba ...	1.12 1/2 pm	...
fy.	Chersonese ...	3.6	...	fy.	Sempah ...	4.7 1/2	30% 10
2/ 1/6 "	Chota Buhler ...	...	...	fy.	Seremban ...	3.2 1/2	33% 10
2/ fy.	Cleary Ordinary ...	2.0 1/2	150%	2/ 1/2 "	Shelford ...	...	...
2/ fy.	Consol. Malay ...	18.2 1/2	100%	fy.	Singapore (N.S.) ...	4/4	12 1/2% 10
fy.	Damansara ...	5.12 1/2	7 1/2%	15/6 "	Singapore Para ...	6/1	7 1/2% 10
fy.	Dennistown ...	...	...	17/6 "	Strathmore R. ...	...	...
2/ fy.	Enb. Selangor ...	11/6	30%	fy.	Sungei Bahru ...	4.12 1/2	20% 10
fy.	Fed. Selangor ...	...	90%	2/ fy.	Sungei Choh ...	10.5 1/2	55% 10
2/ 1/6 "	Gua Koo H. Est. ...	...	...	15/ "	Sungei Kapur ...	...	...
15/ "	Garing (Malacca) ...	4.12 1/2	25%	12/6 "	Sungei Klang ...	4.0 1/2	10% 10
fy.	Golden Hope ...	5.12 1/2	40%	fy.	Sungei Salak ...	5.12 1/2	30 1/2% 10
2/ fy.	Gula-Kalumpung ...	...	...	10/ "	Sungei Way ...	...	...
fy.	H. and Lowlands ...	4.5 1/2	50%	7/6 "	Tangkah ...	...	...
fy.	Inch Kenneth ...	11.10 1/2	25%	fy.	Third Mile ...	...	...
15/ "	Johore Para ...	...	...	15/ "	Tremelby ...	...	10% 10
10/ "	Johore R. Lands ...	...	...	2/ fy.	Uda. Sui Betong ...	...	...
12/6 "	Jong-Lander ...	...	...	2/ fy.	Val d'Or Est. ...	1.8 1/2	75% 10
fy.	Jugra (Ordinary) ...	...	35%	fy.	Vallambrosa ...	...	...
17/6 "	Juru Estates ...	...	...	...	Trust and Finance Companies.	...	...
2/ fy.	K'pang Kuantan ...	3.3 pm	15%	10/ "	Anglo-Straits R. T. ...	...	...
2/ fy.	Kanung "B" ...	6/	...	Options	Eastern Internat. Trust ...	...	20% 10
fy.	Kapar Para ...	7.10 1/2	65%	5/ paid	Mid-East Invest. ...	...	...
fy.	Kellias ...	...	...	Options	Rubber Plants. Inves. Trust ...	...	7 1/2% 10
2/ fy.	Kopong ...	...	...	Options	R. Share Trust ...	...	...
7/6 "	Killingball ...	...	...	10/ paid	Strait M. & Trust ...	...	...
fy.	Kinta Kellias ...	...	...	15/ "	India, Ceylon, Borneo, Java and Sumatra.	...	...
2/ 1/2 "	Klangang ...	...	...	...	Anglo-Java ...	...	...
10/ "	Klang-Kellias ...	...	...	...	Asahan (Sumatra) ...	...	...
fy.	Kota Tingg ...	...	...	...	Bangawan II ...	...	...
fy.	Kruba ...	...	...	...	Boaufort ...	...	...
15/ "	Kuala Kumpang ...	6.16 1/2	75%	...	Central Sumatra ...	...	...
fy.	Kuala Lumpur ...	...	...	...	Lindian Pinnisula ...	...	...
2/ fy.	Kuala Pah ...	...	...	...	Java Amalgam ...	...	...
2/ fy.	Kuala Selangor ...	11.2 1/2	30%	...	Kimanis ...	...	...
15/ "	Labu ...	...	...	...	Langkon ...	...	...
fy.	Lanadron ...	4.5 1/2	12 1/2%	...	Manchokor ...	...	...
2/ 1/2 "	Ledoury ...	3.5 1/2	10%	...	Nirmlaka (Java) ...	...	...
fy.	Lenda ...	1.11 1/2 pm	...	...	Pontianak ...	...	...
2/ fy.	Linggi ...	2.1 1/2	150%	...	Sumatra Propa ...	...	...
2/ fy.	London Asiatic ...	10/7	2 1/2%	...	Sumatra Props. ...	...	...
13/ "	Lumut Est. ...	17/6	...	...	United Selangor ...	4.7 1/2	10% 10
2/ fy.	Matangley Est.	Uda. Samatra ...	6/5	20% 10
fy.	Malacca 7 1/2 Cum. Partici- pating Ltd ...	9.2 1/2	10

ON SALE.

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DIRECTORY AND CHRONICLE

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SHIPPING IN PORT.

STEAMERS

CAPRI, Italian str., 2,400, O. Fisi, 6th July—Bombay 18th and Singapore 30th June, General—Carlowitz & Co.

CATHERINE, British str., 1,730, L. C. Townsend, 3rd July—Singapore 28th June, General—David Sassoon & Co.

CHICAGO, British str., 6,182, T. Goto, 5th July—Manila 1st July, General—Onaka Shosen Kaisha.

DAGNY, Norwegian str., 883, P. Solverson, 6th July—Hongkong 1st July, General—Aagaard, Thoresen & Co.

FUJISAKI, British str., 1,423, W. D. Welsh, 1st July—Hongkong 30th May—Eng Hok Hong.

GERMANIA, German str., 1,713, H. Frandsen, 2nd July—Dahly 26th June, General—Johnson & Co.

HERCULES, Norwegian str., 2,439, R. Wilhelmson, 1st July—Portland, 23rd May, General—Portland Asiatic S. S. Co.

KATONBO, British str., 987, J. V. Salford, 7th July—Manila 4th July, General—Butterfield & Swire.

KIANG PAO, Chinese str., 1,222, U. Udden, 26th June—Chinkiang 20th June, General—Chinese.

KWANGTAI, Chinese str., 1,536, Stewart, 4th July—Shanghai 1st July, General—C. M. S. N. Co.

LOCKPORT, German str., 1,020, W. Tumbert, 7th July—Bangkok via Swatow 6th July, Rice—Butterfield & Swire.

LOONGHONG, German str., 1,245, W. Vogeler, 5th July—Saigon 1st July, General—Hamburg-Amerika Linie.

MONSIEUR, American str., 8,750, Henry E. Merton, 7th July—San Francisco 6th June, Mails, General and Flour—P. M. S. S. Co.

PETCHABURI, German str., 1,373, C. Gosevich, 7th July—Bangkok 30th June, Rice—Butterfield & Swire.

QUINTA, German str., 900, Schilling, 7th July—Bangkok via Swatow 6th July, Rice—Siemens & Co.

RUBI, American str., 2,797, S. A. Crosby, 7th July—Manila 4th July, Hemp, Sugar and Nuts—Shewan, Tomes & Co.

SOSHI MARU, Japanese str., 1,119, K. Sugawara, 7th July—Swatow 6th July, General—Onaka Shosen Kaisha.

TATIANAS, Dutch str., 2,853, M. V. Wijk Jurphans, 6th July—Balik Papan 28th June, General—China-Japan Lijn.

WATANI, British str., 1,227, Howard, 7th July—Chefoo 1st July, General—Butterfield & Swire.

SAILING VESSEL

ECLEUSE, British 4-masted barque, 2,996, James White, 12th May—New York 20th Jan., Kerosene Oil—Standard Oil Co.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *America* with U.S. mails sailed from Yokohama on the 5th inst., and is expected to arrive here to-morrow.

The T.K.K. str. *Tony* sailed from Honolulu for Hongkong on the 27th ult., and is due to arrive at Hongkong on the 18th inst.

The P. M. S. S. Co. str. *Korea* sailed from San Francisco on the 5th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 1st prox.

THE AUSTRALIAN MAIL.

The E. & A. str. *St. Albans* left Sydney on the 5th inst., for this port via Queensland ports, Port Darwin, Thio and Manila.

THE CANADIAN MAIL.

The C.P.R. Co. str. *Empress of Japan* arrived at Nagasaki at 8 a.m. on the 8th inst., and left again at 3 p.m. same day for Shanghai, where she is due to arrive at 1 a.m. on the 10th inst.

THE GERMAN MAIL.

The I.G.M. str. *Lucas* carrying the German Mails with dates from Berlin of the 14th ult., left Singapore on the 7th inst., at 6 p.m., and may be expected here to-morrow at 6 p.m.

THE INDIAN MAIL.

The Indo-China str. *Adelung* from Calcutta and the Straits left Singapore for this port on the 5th inst., at 4 p.m., and may be expected here to-morrow.

The Indo-China str. *Kunawang* left Calcutta for the Straits and Hongkong on the 30th ult., and is due here on or about the 16th inst.

MERCHANT STEAMERS.

The N. Y. K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 1st July, and is expected here to-day.

The H. A. Line str. *Basila* left Shanghai on the 6th inst. a.m., and may be expected here to-day a.m.

The Russian str. *Peter Berg* left Shanghai via Foochow for this port, and is due to arrive here to-morrow.

The str. *Katana* left Singapore on the 6th inst., and is due here on or about the 12th inst.

The O.S.K. str. *Canada Maru* left Tacoma for this port via Japan and Shanghai on the 10th ult., and is due here on the 13th inst.

The str. *Glenloch* is expected to leave Singapore on the 8th inst., and is due here on or about the 14th inst.

The N. Y. K. str. *Tosa Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 30th June and is expected here on the 18th July.

The T.K.K. str. *Kyo Maru* sailed from Honolulu for Hongkong on the 28th ult., and is due to arrive at Hongkong on or about 1st prox.

The str. *Glenfleur* passed the Suez Canal on the 4th inst., and is due here on or about the 1st prox.

The Barber Line str. *Satsuma* left New York on the 10th ult. for Hongkong and Far East.

The Mogul Line str. *Braemar* left United Kingdom on the 30th ult. for Hongkong via the Straits.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Yorck* left Shanghai via Foochow on the 8th inst., at 6 p.m., and may be expected here on or about the 12th inst., at 6 p.m.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES OF Daily Press are on Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf

Messrs. H. RUTON & SONS, Kowloon Store, No. 36, Haiphong Road.

Messrs. HUNG CHEONG, Haiphong Road

Mr. AH YAU, Hongkong Stall, Ferry Wharf

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

June 16th.

SHIPPING TRADE WITH AMERICA.

The representative of the *New York Herald* in Hamburg has lately interviewed Director Ballin of the Hamburg-America Line on the present state of the shipping and general trade between this port and the United States. An account of this conversation, of which the following is a short résumé, has been published in the Paris edition of the American paper.

Herr Ballin is reported to have said that an extensive exchange of commodities was going on between the two countries, but that business was no longer as brisk on the other side, as some time ago was proved by a falling off in the number of men going out in search of work and by the number of emigrants returning home, which from the 1st January to 26th May had reached 137,615 as compared with 95,000 and 85,000 respectively during the same period in the two previous years. He thought the immigration laws and the strictness with which they were enforced in the United States might to a certain degree account for the decrease in the flow of immigration, as frequent refusals of admission would cause would-be emigrants to turn their attention to other countries, such as Canada and Argentina, where they were received with open arms. Besides, there was so much work to be found in Germany and Austria at the present moment that there was no need to seek employment elsewhere. The American working classes might possibly rejoice that the restriction imposed upon immigration should check competition in the labour market, but with regard to the general welfare of the country he thought it was to be regretted, as its population was not yet large enough to develop its natural resources to such an extent as to make it entirely self-supporting and independent of others; moreover, it caused wages to advance and thus enhanced the cost of living. As to the anti-trust movement on the part of the government, he preferred not to express an opinion as long as the present state of excitement and uncertainty prevailed. Uncertainty, however, was the greatest evil of all, and he was afraid the present action of the government tended to prolong it, thereby impeding the natural development of the country. He had no wish to pass judgment on their policy towards the shipping pools, but it must be potent to all that, if they had the law on their side in taking proceedings against syndicates organised abroad, this could not be confined to the shipping trade alone, but must eventually extend to hundreds of other industries. The shipping trust owed its existence to the necessity of putting an end to suicidal competition between the different lines and of securing remunerative rates of freight, if such could be permanently established, large steamers such as the *Olympic* and the *Titanic* that were now running in the service of the White Star Line and the still larger ones ordered by the Cunard and the Hamburg America Companies, which were expected to commence their sailings in 1913, would lead to a further expansion of the Atlantic trade. As to State subsidies, he had always deprecated them, but if they were justifiable anywhere it was in the United States, where, in consequence of the almost prohibitive tariff, shipbuilding had become one-third more costly than in Great Britain or Germany, for which some kind of compensation seemed to be due to shipowners.

Neither Germany nor England need fear American competition; on the contrary, he believed that it would stimulate trade and thereby prove beneficial to all concerned.

DEEP-SEA FISHING IN THE NORTH SEA.

It would appear from an article in one of our daily papers by Dr. Ludwig Staby that deep sea fishing in the North Sea is becoming less productive of late years and that the reason is not far to seek. In 1886 one steam trawler of 235 cwt. and 376 sailing smacks constituted the whole of the German fishing fleet, whereas in 1905 103 steamers of together 60,000 cwt. metres and sailing vessels of together 50,000 cwt. metres were employed in the trade. Steamers are continuing to replace sailing craft more and more owing to the smaller number of hands required, their greater mobility and the quicker discharge on the markets on the coast of the fish caught. The value of the catches during the last five years may, on an average, be put at twelve million Marks per annum. Great Britain owns over 1,500 fishing steamers, to which have to be added the fishing fleets of the other countries bordering on the North Sea in order to gauge approximately the effect of the continually increasing number of fishing craft on the natural supply of fish. It will be necessary to ascertain the average takes of single steamers during several successive seasons, assumed to be of 250 days each. In doing this it has been found that the average of a single steamer corresponds very nearly with that of a number of them added together. In 1895 the average take of a boat in the North Sea amounted to 6,425 baskets, or 25.2 a day. In 1898 it had declined to 6,060, or 24 a day, and in 1898 to 5,771, or 23 a day. Since then the falling off has been still more rapid, the figures for 1904 being 3,500 or 14 a day, and for 1905 3,237 or 13 a day respectively. Comparing the size of the fish we meet with equally deplorable facts; in 1895 the proportion of large to small haddocks taken was 1,460 baskets of the former to 1,740 of the latter, or 1:1.1; in 1905 it had sunk to 370 to 1,000, or nearly 10:3. In the case of cod the proportion has fallen from 1.05 in 1895 to 1.01 in 1905. Of others the average take per day in 1895 was three baskets of flat fish, four turbot and eight soles; in 1905 it was only one basket of flat fish, one turbot and four soles. Sturgeons have become extremely scarce.

Assuming a thousand steamers of all nationalities to be engaged in the North Sea fishing trade, which, considering the enormous British fleet, is decidedly below the mark, and that each of them captures on an average 250 tons of fish during the season, which again is a very moderate estimate, the total would come to 250,000 tons, allowing a thousand fish to the ton. This would mean that over 250 millions are taken out of the German Ocean every year, whilst the reduction in size, as stated above, proves that the productive power of the sea, enormous though it be, is not sufficiently great to meet the demand. The fish are not allowed time to reach their normal size, and consequently a continued falling off in numbers must be expected unless all the Powers concerned can agree upon a close time being observed, of say, five years, in successive parts of the North Sea, during which fishing at least with seine nets would be visited with severe penalties.

WEATHER REPORT.

On the 9th at 11.55 a.m.—The barometer has risen considerably over N. China, the depression having moved away North-eastward.

There are some indications of the existence of a depression over the Pacific, at a considerable distance to the Southward of the Loochoos. Pressure remains high over the Pacific to the Eastward of the Bonins.

Moderate at light monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong & Neighbourhood	S.W. winds, moderate, fair.
Formosa Channel	S.W. variable winds moderate
South coast of China between Hongkong and Lamooka.	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.

JAPANESE TRADE WITH GERMANY.

COMPLAINTS OF FAVOURITISM.

The *Times* correspondent at Berlin in a dispatch dated June 15th says:—

The negotiations for a new commercial treaty between Germany and Japan have now emerged from the preliminary stage of discussion between the Japanese Ambassador here and the Foreign Office, and are being considered by the Advisory Committee on Economic Subjects. The deliberations are of course, secret, but the usual means are being taken to prepare the public mind not to expect too favourable a result.

The Berlin correspondent of the *Frankfurter Zeitung* publishes a curious telegram full of complaints about Japanese treatment of Germany. He speaks of German recognition of the annexation of Korea as being withheld for the definite purpose of influencing the commercial negotiations, complaints of favouritism, especially towards England, in the placing of railway and other orders, and declares that with few exceptions the Japanese Government practically boycotts German goods. The message, which doubtless reflects views that have been expressed at the meetings of the Advisory Committee, concludes:—

"We open to Japan with the utmost readiness the doors of our high schools, we have given Japan many teachers in all departments, and Japan has to thank German instructors for its efficient and victorious army. We think it would be a simple duty of justice and of decency not to let German competitors be treated worse than other foreigners. If Japan does not feel this for herself we have the right upon the occasion of the present negotiations to make it very plain to her. German industry will be burdened heavily enough by the new commercial treaty, and can at least demand to be assured in return of equal treatment in competition with other countries."

HONGKONG TIDE TABLE.

From July 10th to 16th, 1911.

Days of Week	Days of Month	HIGH WATER.		LOW WATER.	
		Time.	Height.	Time.	Height.
Mon.	10	8 2	6 9	1 30	3 1
Tues.	11	10 26	3 9	3 33	0 9
Wed.	12	11 8	3 7	2 4	0 6
Thurs.	13	9 35	7 2	3 9	3 3
Fri.	14	10 18	4 0	3 45	3 4
Sat.	15	10 50	4 0	4 19	3 6
Sun.	16	11 24	4 0	5 0	3 4
		11 28	6 6	7 14	1 1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 9th.

	Previous Day at 4 p.m.	At 10 a.m.	On Day at 4 p.m.
Barometer	29.80	29.85	29.75
Temperature	85	84	85
Humidity	73	74	74
Wind Direction	South	WSW	S
Force	1	1	2
Weather	c	c	c
Rain			

Highest open air Temperature on 7th... 87

Lowest open air Temperature on 7th... 78

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 to 1909.

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REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	—	—	SHANGHAI	First half of July
TJITAREM	JAPAN	First half of July	JAVA	First half of July
TJILIWONG	JAVA	Second half of July	SHANGHAI	Second half of July
TJIMAH	JAVA	Second half of July	JAVA	Second half of July
TJIPANAS	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAVA	First half of Aug.	JAPAN	First half of Aug.
TJILATJAP	JAVA	First half of Aug.	SHANGHAI	First half of Aug.

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CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons Dwt.	Captain	To Sail on or About
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For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

King's Building, Praya Central.

TELEPHONE No. 780.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD THE QUICKEST FREIGHT TRANSPORT FROM THE ORIENT TO SOUTH AFRICA.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO.

PROPOSED SAILINGS.

From Hongkong: 22nd July.

From Colombo: S.S. KATANGA... 12th August.

For rates and further information, apply to—

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

Hongkong, 7th July, 1911.

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SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DISTINATION STEAMERS DATE OF SAILINGS.

SHANGHAI, YOKOHAMA, KOBE & Moji "YEDDO" About 3rd August.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

OLEOF WIK & CO., CHINA AGENCIES, AKTIEBOLAG.

YORK BUILDINGS TOP FLOOR

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works

GRAVING DOCK 78' x 82' x 34' 6" Pumps empty Dock in 24 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS HANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office

MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, NOBE and YOKOHAMA	Capt. G. Phillips	About 12th July	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Capt. F. J. Fox	About 13th July	Freight and Passage.
SHANGHAI	Capt. H. S. Bradshaw	About 20th July	Freight and Passage.
LONDON via USUAL PORTS	Capt. G. W. Cockman	Noon, 22nd July	See Special of Call.
SHANGHAI, MOJI, KOBE, SOCOTRA and YOKOHAMA	Capt. E. E. Andrews	About 27th July	Freight only.

For Further Particulars apply to
H. A. HEWETT, Superintendent.

Hongkong, 10th July, 1911.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 11th July 4 P.M.
SHANGHAI	"LINAN"	On 13th July 4 P.M.
SHANGHAI	"CHINHUA"	On 15th July 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 18th July 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 18th July 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SAVIL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Y.M.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

FARE, 345 SINGLE and 390 RETURN.

For Freight or Passage apply to—
HONGKONG, 10th July, 1911.

BUTTERFIELD & SWIRE, AGENTS. [10]

DOUGLAS STEAMSHIP CO., LD.

FOR	STEAMERS	TO SAIL
HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.		
FOR		
SWATOW, AMOY and FOOCHOW AND RETURN.		
(Occupying 9 to 10 Days).		
STEAMERS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th July, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 18th July, at 1 P.M.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Foochow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 8th July, 1911.

HAMBURG-AMERIKA LINIE

FOR	STEAMERS	TO SAIL
Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.		
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.		
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.		
NEXT SAILINGS FROM HONGKONG:		
OUTWARD.	HOMEWARD.	
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR ROTTERDAM, HAMBURG and ANTWERP:	
S.S. "SILESTIA" ... 16th July	S.S. "BRASILIA" ... 10th July	
S.S. "AMERICA" ... 28th July	FOR MARSEILLES, HAVRE and HAMBURG:	
S.S. "ALEXIA" ... 9th Aug.	S.S. "SILVIA" ... 21st July	
S.S. "RHEINFELS" ... 25th Aug.	FOR HAVRE, BREMEN and HAMBURG:	
S.S. "SUEVIA" ... 6th Sept.	S.S. "SPEZIA" ... 3rd Aug.	
S.S. "SACHSEN" ... 20th Sept.	FOR ROTTERDAM and HAMBURG:	
S.S. "BAYERN" ... 6th Oct.	S.S. "BRIGAVIA" ... 7th Aug.	
	FOR HAMBURG and ANTWERP:	
	S.S. "SAXONIA" ... 10th Aug.	
	FOR ROTTERDAM and HAMBURG:	
	S.S. "SEGOVIA" ... 12th Aug.	

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th June, 1911.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)		
SHANGHAI via NINGPO	"CHOYSANG"	Thursday, 13th July, Noon.
SHANGHAI, KOBE and MOJI	"KUTSANG"	Friday, 14th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 15th July, Noon.
MANILA	"LOONGSANG"	Saturday, 15th July, 2 P.M.
SANDAKAN	"MAUSANG"	Thursday, 20th July, Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 20th July, Noon.
MANILA	"YUENSANG"	Saturday, 22nd July, 2 P.M.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Yaito to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kuantan, Labad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 10th July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	Tons	CAPTAIN	DATE OF SAILING.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	21,000	E. Bond	FRIDAY, July 28th, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Green	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO) Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

STEAMERS	Tons	CAPTAIN	DATE OF SAILING.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SAURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WEDDAY, Dec. 13th, Noon

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG,	
TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-0-0, "
" "	" 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	Yen. 420-00, Single
" VALPARAISO	Yen. 570-00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—Officials of any European Naval, Military, Diplomatic, TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to—
K. MATSUDA, LOCAL MANAGER, King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WEDDAY, 12th July, at 11 A.M.
	"TACOMA MARU"	6,178	WEDDAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WEDDAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated amidships. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WEDDAY, 12th July, at 11 A.M.
	"TACOMA MARU"	6,178	WEDDAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WEDDAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	WEDDAY, 12th July, at 11 A.M.
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	"SEATTLE MARU"	6,182	WEDDAY, 6th Sept., at 11 A.M.
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HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDDAY, 12th June, at 10 A.M.

During the two months of July and August, Return Tickets to Foochow available Three Months will be issued at the Special Rates of:—

1ST CLASS \$45.50	2ND CLASS \$20.00.
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For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI, MANAGER.

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

O. B. BEER.

Fresh from the Brewery.

"Just Try It"

JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 10th July, 1911.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	MIYASAKI MARU Capt. T. Murai	9,000	WEDDAY, 19th July, at Daylight
	KITANO MARU Capt. F. M. Cope	9,000	WEDDAY, 2nd Aug., at Daylight
	IYO MARU Capt. R. Takoda	7,000	WEDDAY, 16th Aug., at Daylight
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kou	7,000	SATURDAY, 15th July, from KOBE
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 18th July, at 4 P.M.
	AWA MARU Capt. Izawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 4th Aug., at Noon
BOMBAY via SINGAPORE, COLOMBO	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and KOBE	BOMBAY MARU Capt. J. Teranaka	5,000	TUESDAY, 11th July
KOBE and YOKOHAMA	TOSA MARU Capt. Tozawa	6,000	WEDDAY, 19th July
	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 20th July, at 11 A.M.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	TUESDAY, 1st Aug., at Noon

† Calling at Djibouti. * Carries Deck Passengers. † Cargo only.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1ST CLASS	\$120	\$110	\$100	\$90
2ND "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	FRIDAY, 14th July, at Noon
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 25th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 14th July, at Noon.

FARES: HONGKONG TO LONDON \$71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA	9,000 Tons	FRIDAY, 4th Aug., at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. \$43.

via New York " " " \$45.

HONGKONG TO SAN FRANCISCO " " " \$25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VREUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

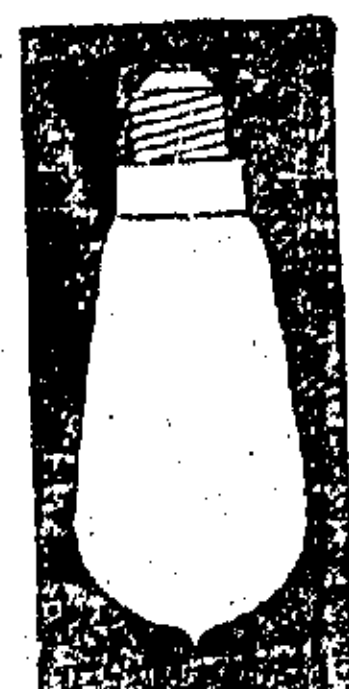
CHAMP OZON:—LUDGATE CIRCUS LONDON, E.C.

[56]

"G R A E T Z."

METALLIC FILAMENT
LAMPS

Saving in current 70%

EHRICH & GRAETZ
BERLIN S. O. 36.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.**CH. WEISS, TROSSINGEN.**

Manufacturers of

MOUTH ORGANS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.

COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

July 8th.

ON LONDON:—
Telegraphic Transfer 1/9 1/2
Bank Bills, on demand 1/9 1/2
Bank Bills, at 30 days sight 1/9 1/2
Bank Bills, at 4 months sight 1/9 1/2
Credits, at 4 months sight 1/9 1/2
Documentary Bills 4 months sight 10 1/2

ON PARIS:—
Bank Bills, on demand 227 1/2
Credits, at 4 months sight 231 1/2

ON GERMANY:—
On demand 184
New York:—
Bank Bills, on demand 43 1/2
Credits, at 60 days sight 44 1/2

ON BOMBAY:—
Telegraphic Transfer 134 1/2
Bank, on demand 135

ON CALCUTTA:—
Telegraphic Transfer 134 1/2
Bank, on demand 135

ON SHANGHAI:—
Bank, at sight 74 1/2
Private, 30 days sight 75 1/2

ON YOKOHAMA:—On demand 83 1/2
ON MANILA:—On demand 77
ON SINGAPORE:—On demand 108 1/2

ON HAIKONG:—On demand 14 1/2
ON SAIGON:—On demand 1 1/2
ON BANGKOK:—On demand 84 1/2

SOVEREIGNS, Bank's Buying Rate \$11.05
GOLD LEAF, 100 fine, per tael \$37.40
BAR SILVER, per oz. 24 1/2

SUBSIDIARY COINS.

per cent.
Chinese 20 cents pieces \$7.24 discount.
Chinese 10 \$7.55
Hongkong 20 \$7.18
Hongkong 10 \$7.37

SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 8TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$83 1/2 buyers
National Bank of China, Limited	99,925	\$7	26	\$83 1/2 buyers
China Bank of Commerce, Limited	60,000	\$5	all	\$1.15 sellers
China Light and Power Company, Limited	50,000	\$1	all	\$7 1/2 sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$7 1/2 sellers
COTTON MILLS.				
Ever Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 75.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5 1/2
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46.
Loan-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 55 1/2
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$21 1/2 buyers
DOCKERS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$49 1/2 buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55 buyers
New Amoy Dock Co., Limited	10,000	Tls. 100	all	Tls. 57 1/2 x d.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 84
Fenwick & Co., Limited	18,000	\$25	all	\$31 sellers
Green Island Cement Co., Limited	400,000	\$10	all	\$31 sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$19 1/2
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$420
Manila Metropole Hotel Limited	8,000	\$50	all	\$25
Hongkong Ice Company, Limited	15,000	Ps. 10	all	\$11 sellers
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$180 sales
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$18 buyers
INSURANCE.				
China Insurance Office Co., Limited	10,000	\$250	\$50	\$195 buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119
China Traders Insurance Co., Limited	24,000	\$335	\$25	\$103
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$80	\$155
North-China Insurance Co., Limited	10,000	\$15	\$5	\$165 buyers
Union Insurance Society, Limited	12,000	\$100	\$60	\$803, @ Ex 75
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$803, @ Ex 75
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	30,000	\$100	all	\$95
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$35 buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	Tls. 94.
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	\$47.
West Point Building Co., Limited	12,500	\$50	all	\$700.
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$121.
Ramb Australian Gold Mining Co., Ltd.	20,000	\$10	all	\$1.10 buyers
Peak Tramways Co., Limited	50,000	\$10	\$1	\$5 buyers
PHILIPPINE CO., LIMITED	75,000	\$10	all	\$5 buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$80 buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$21 buyers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$103 sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19 buyers
Hongkong, Canton & Amoy S.S. Co., Ltd.	10,000	\$15	all	\$304 buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	25	all	@ bu. \$46 5/8
Shell Transport & Trading Co., Limited	60,000 def.	£1	all	\$3.
Star Ferry Company, Limited	2,500,000	\$10	all	\$26 buyers
South China Morning Post, Limited	10,000	\$10	all	\$15 buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$64
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9 buyers
Wm. Powell, Limited	15,000	\$7	all	\$34 buyers
Watkins, Limited	10,000	\$10	all	\$3 sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6 buyers
Weissmann, Limited	3,000	\$10	all	\$12 buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12 buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10.
Union Waterboat Co., Limited	100 Alers	\$10	all	\$300.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
		VERNON & SMYTH, Share-Brokers.		

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TO-DAY
9.15 P.M.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.
Saturday, 15th July—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

Thursday, 20th July—Lecture on Christian Science by W. D. McCracken, M.A., C.S.B., at Theatre Royal, 6 P.M.

ON SALE.
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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The *Liaison*, with the German Mail of the 14th June, left Singapore on Friday, the 7th inst., at 6 p.m., and may be expected here on or about on Tuesday, the 10th inst., at 6 p.m.

FOR	PRE	DATE
Macao	Sui Tai	Monday, 10th, 1.15 P.M.
Manila, Cebu and Iloilo	Rubi	Monday, 10th, 3.00 P.M.
Hongkong	Day	Tuesday, 11th, 8.00 A.M.
Huiphong	Hongkong	Tuesday, 11th, 9.00 A.M.
Swatow, Amoy and Foochow	Huiphong	Tuesday, 11th, 10.00 A.M.
Singapore, Penang and Calcutta	Canton	Tuesday, 11th, 11.00 A.M.
Macao	Sui Tai	Tuesday, 11th, 1.15 P.M.
Manila, Cebu and Iloilo	Kaifong	Tuesday, 11th, 3.00 P.M.
Shanghai	Tyloos	Tuesday, 11th, 4.00 P.M.
Singapore, Nagasaki, Kobe, Yokohama, Keelung, and Tacoma	Peter Berg	Tuesday, 11th, 4.00 P.M.
Singapore, Penang and Bombay	Chicago Main	Wednesday, 12th, 10.00 A.M.
	Cape	Wednesday, 12th, 10.00 A.M.

EUROPE, & C. INDIA VIA TITICORIN
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Sui Tai	Wednesday, 12th, 11.00 A.M.
Ningpo and Shanghai	Chongking	Thursday, 13th, 11.00 A.M.
Macao	Sui Tai	Thursday, 13th, 1.15 P.M.
Shanghai	Lian	Thursday, 13th, 3.00 P.M.
Meji, Manzanillo, Guaymas (Mexico)	Fuoshing	Thursday, 13th, 4.00 P.M.
Shanghai, Kobe and Meji	Kulsang	Friday, 14th, 10.00 A.M.

AMOI, KEEUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU AND SAN FRANCISCO
Mongolia

Macao	Sui Tai	Friday, 14th, 11.00 A.M.
Batavia, Cherbon, Samarang and Sourabaya	Tyloos	Saturday, 15th, 11.00 A.M.
Singapore, Penang and Calcutta	Nansung	Saturday, 15th, 11.00 A.M.
Manila, Cebu and Iloilo	Leongang	Saturday, 15th, 1.00 P.M.
Macao	Sui Tai	Saturday, 15th, 1.15 P.M.

Manila, Cebu, Iloilo, Yap, Angaur, Friedrich, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle
Prinz Sigismund

Shanghai
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Swatow, Amoy and Foochow	Tanning	Tuesday, 18th, 3.00 P.M.
Manila, Cebu and Iloilo	Kuichow	Tuesday, 18th, 3.00 P.M.
Wahaiwei and Tientsin	Cheongshing	Thursday, 20th, 11.00 A.M.
Tientsin	Mansung	Thursday, 20th, 11.00 A.M.

EUROPE, & C. INDIA VIA TITICORIN
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The Parcel mail will be closed on Friday, 21st inst., at 5 p.m.

Manila, Cebu and Iloilo	Yuenang	Saturday, 22nd, 1.00 P.M.
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